



DEPARTMENT OF THE NAVY  
NAVAL AIR SYSTEMS COMMAND  
NAVAL AIR SYSTEMS COMMAND HEADQUARTERS  
WASHINGTON, DC 20361

IN REPLY REFER TO  
NAVAIRINST 5400.14C  
AIR-511  
27 Dec 1982

NAVAIR INSTRUCTION 5400.14C

From: Commander, Naval Air Systems Command

Subj: The Cognizant Field Activity Program

- Ref: (a) NAVAIRINST 5400.1B, Naval Air Systems Command Headquarters Organization Manual  
(b) NAVAIRINST 4130.1A, NAVAIRSYSCOM Configuration Management Manual  
(c) NAVAIRINST 5215.8C, The NAVAIR Technical Directive System  
(d) NAVAIRINST 5600.5A, System for Preparation and Promulgation of Interim Changes to NATOPS Flight Manuals  
(e) NAVAIRINST 4720.4, In-Service Engineering Program for Automatic Test Equipment (ATE) Test Program  
(f) NAVAIRINST 5400.70A, Weapon System Management at NAVAIR Field Activities  
(g) NAVAIRINST 5400.15F, Master List of Engineering Cognizance Assignments  
(h) NAVAIRINST 5400.23C, Quality Assurance Program of the Naval Air Systems Command  
(i) NAVAIRINST 4855.4A, Quality Deficiency Reporting Program

- Encl: (1) Definitions  
(2) Requirements, Guidelines, and Procedures for the Transfer of Service Equipment Cognizance from NAVAIRSYSCOM HQ to Selected Field Activities

1. Purpose. To establish and promulgate the requirement for, and the policies and procedures which shall govern, the assignment of cognizance of service equipment, together with related functions from Naval Air Systems Command Headquarters (NAVAIRSYSCOM HQ) groups to selected field activities. It delineates the responsibilities assigned and the authority delegated to field activities for the performance of the reassigned in-service functions.
2. Cancellation. This instruction supersedes NAVAIR Instruction 5400.14B of 21 July 1977. Since this is a major revision, changes have not been indicated.
3. Scope. This instruction applies to all service equipment for which the Naval Air Systems Command has material support responsibility. (See reference (a), section 1, pages i, ii, and iii.)
4. Definitions. Special terms used in this directive are defined in enclosure (1).

27 Dec 1982

5. Policy. Reassignment of cognizance for in-service functions, from NAVAIRSYSCOM HQ to selected field activities, is born of the necessity to decentralize functions to accommodate declining headquarters' manpower availability and the desire to improve and sustain the availability and utility of equipment approved for service use and in operational status. It is the policy of the Commander, Naval Air Systems Command (COMNAVAIRSYSCOM) that:

- a. Designation of the prospective cognizant field activity (PCFA) to which cognizance of the in-service functions for an equipment will be transferred shall be accomplished as early as possible in the life cycle of the equipment, but not later than equipment introduction into the operating forces.
- b. Cognizance of in-service functions for service equipment shall be transferred as early in the life cycle as practicable.
- c. Cognizance agreements (CAs) between NAVAIRSYSCOM HQ and PCFAs shall be negotiated and duly executed prior to the transfer of cognizance of any service equipment to those PCFAs.
- d. Transfers of cognizance under the established CAs shall not become effective until and unless the financial and manpower resources required for assumption of that cognizance and discharge of assigned responsibilities are made available in the amounts and on the schedule agreed upon by the assigning NAVAIRSYSCOM HQ group, Deputy Director for Logistics/Fleet Support (AIR-04A), and the PCFAs.
- e. Neither cognizant field activities (CFAs) nor their participating field activities (PFAs) shall take action to acquire any additional facilities or technical capabilities for performing the required functions for the assigned service equipment when such facilities and/or capabilities are already available in other Department of Defense activities.
- f. Whenever COMNAVAIRSYSCOM assigns and delegates "weapons systems" or other decentralized project management responsibility and authority for a system to a field activity, all existing assignments of cognizance for included subsystems, equipment, and components shall remain in effect.
- g. When an item has a single service manager, or is being reworked by another service or commercial activity, the transferred responsibilities remain with the CFA.
- h. Implementation of the above policies shall be accomplished within the constraints established by the requirements, guidelines, and procedures set forth in enclosure (2). Previous maintenance engineering CFA assignments remain in effect unless a specific requirement for change generates.

6. Responsibility Assignments and Delegation of Authority

a. Responsibility Assignments. The responsibility to be assumed by the CFA as a result of the transfer or reassignment of cognizance, pertains to the control, coordination, and administration of assigned in-service functions, which in the past have been discharged by NAVAIRSYSCOM HQ under the direction of the cognizant Logistics/Fleet Support (AIR-04), Systems and Engineering (AIR-05), and Test and Evaluation (AIR-06) groups. Specific responsibilities will be delineated in applicable CAs and further amplified in individual AIRTASKS.

b. Delegation of Authority. Except as specified below, the authority delegated to the CFA includes that which is deemed necessary by the CFA to enable effective discharge of the responsibilities assigned in the applicable CAs and assigning AIRTASKS even though the item involved has been assigned to another service for interservicing. In-service functions undertaken in execution of assigned responsibilities will not normally require approval by NAVAIRSYSCOM HQ. Responsibility for the following functions shall not be delegated by this instruction.

(1) Take action which would ground, forbid operation or otherwise reduce or limit the operational effectiveness of a service equipment or system.

(2) Remove or alter the operating restrictions or specified service life limitations.

(3) Generate fleet required aircraft performance or mission capabilities.

(4) Approve or disapprove Class I engineering changes or major/critical deviations or waivers (reference (b) applies).

(5) Issue or approve issuance of technical directives other than bulletins which do not violate subparagraph 6b(1) above (reference (c) applies).

(6) Issue changes to Naval Air Training and Operating Procedures Standardization Flight Manuals (reference (d) applies).

(7) Design, develop, procure, or manufacture support equipment (SE) items or add to or delete from or change fleet SE allowance lists except under the provisions of reference (e).

(8) Procure service equipment, or its associated peculiar support equipment, for service use, except under the provisions of reference (e).

(9) Take action to acquire, in-house or elsewhere, the facilities (special projects, equipment and military construction) required to discharge cognizance of in-service functions.

(10) Support of tactical software.

(11) Procure or modify training equipment.

(12) Take or direct action that would cause deviation from existing financial execution plans.

NOTE: Authority to perform some of the above specified functions may be delegated by the negotiated CA, the assigned AIRTASK or subsequent correspondence issued by authority of COMNAVAIRSYSCOM, or by the weapon system manager, acting within the constraints of authority delegated in accordance with reference (f).

## 7. Action

### a. Logistics/Fleet Support (AIR-04) Divisions

(1) Will designate the PCFA's to which cognizance of specific joint cognizance equipment of classes/types of equipment will ultimately be transferred and will prepare the CA's under which the transfer of such equipment will be authorized. This action will be taken in collaboration with cognizant AIR-05, AIR-06 divisions, the Naval Aviation Logistics Center (NAVAVNLOGCEN) and the potential CFA. The NAVAVNLOGCEN will participate only when a potential CFA is a naval air rework facility (NAVAIREWORKFAC). Collaboration with AIR-05 or AIR-06 is not required for single cognizance items where the Assistant Commander for Logistics/Fleet Support (AIR-04), is responsible for both logistics and basic design engineering; however, if the PCFA is to be a NAVAIREWORKFAC, collaboration with NAVAVNLOGCEN is required.

(2) Establish qualifying criteria to be used in determining the schedule for reassignment of joint cognizance items and transfer of both logistics and basic design engineering responsibilities of AIR-04 single cognizance items to the field activities designated under subparagraph 7a(1) above.

(3) Maintain a continuing review of all joint cognizance and AIR-04 single cognizance items. Accomplish timely and expeditious reassignment of responsibility to the designated CFA for appropriate in-service functions for loose items which qualify under subparagraph 7a(2) above.

(4) By copy of the assigning AIRTASK, notify cognizant AIR-05 divisions and in all instances the Systems Engineering Management Division (AIR-511) of all AIR-04 transfers of cognizance for in-service functions. For AIR-04 transfers involving NAVAIREWORKFACs, the AIRTASK will be processed through the Weapon Systems Support (WSS) Board (formerly the Naval Engineering Support Office Management Board).

(5) Ensure that CFAs and PCFAs are placed on distribution for all contractor and design-agent-produced technical data essential for carrying out the assigned in-service functions which are the responsibility of AIR-04.

### b. AIR-05 and/or AIR-06 Divisions

(1) Collaborate with AIR-04 divisions and with the WSS Board (when potential CFA is a NAVAIREWORKFAC) and the designated PCFAs in the preparation and issuance of CAs for joint cognizance items.

(2) In collaboration with potential CFAs, designate PCFAs for single cognizance items for which AIR-05 or AIR-06 is responsible and in collaboration with the designated PCFAs, prepare and issue the CAs under which the transfer of such items will ultimately be accomplished. If CFA/PCFA is a NAVAIREWORKFAC, such collaboration shall include the WSS Board.

(3) Establish qualifying criteria to be used in determining the schedule for transfer of basic design engineering responsibility for joint cognizance items and the reassignment of both logistics and basic design engineering cognizance for AIR-05 or AIR-06 single cognizance items to the field activities designated under subparagraph 7b(1) above.

(4) Maintain a continuing review of all service equipment and accomplish timely and expeditious reassignments (AIRTASK assignment) of the appropriate in-service functions for those items which qualify under subparagraph 6b(3) above.

(5) By copy of the assigning AIRTASK, notify cognizant AIR-04 divisions, AIR-511, and other AIR-05 or AIR-06 divisions of all Systems and Engineering or Test and Evaluation Group transfers of cognizance. For AIR-05 or AIR-06 transfers involving NAVAIREWORKFACs the AIRTASK will be approved by the WSS Board.

(6) Ensure that CFAs and PCFAs are placed on distribution for all contractor and design-agent-produced technical data essential for carrying out the assigned functions which are the responsibility of AIR-05 or AIR-06.

c. Specific NAVAIRSYSCOM HQ Divisions and NAVAIRSYSCOM Field Activities

(1) Systems Engineering Management Division (AIR-511)

(a) Provide guidance for, and audit the implementation of, the cognizance transfer program in NAVAIRSYSCOM HQ and the designated CFAs. Maintain the NAVAIRSYSCOM HQ repository of completed cognizance transfer actions.

(b) Establish and maintain a current list of all PCFA designations for both joint and single cognizance items.

(c) Prepare and issue the Master List of Engineering Cognizance Assignments (reference (g)) and an annual update thereof.

(d) Issue message changes to reference (g) whenever update is required prior to issuance of the annual update.

(e) Ensure that CFAs and PCFAs are on distribution lists for receipt of technical data essential for effective discharge of assigned functions.

(2) Maintenance Policy and Planning Division (AIR-411)

(a) Provide coordination within AIR-04 for the development and maintenance of policy and procedural matters associated with the CFA Program.

(b) Provide assistance to AIR-04 divisions, as required, in the implementation of the Program.

(c) Review all CAs for compliance with NAVAIRSYSCOM HQ policy.

(d) Coordinate CFA assignments with the WSS Board.

(3) Engineering Support and Product Integrity Management Division (AIR-516)

(a) Maintain a continuing review of service equipment, and in collaboration with the cognizant basic design engineering divisions in NAVAIRSYSCOM HQ and CFA, prepare NAVAIR Form 3930/1, AIRTASK/Work Unit Assignments, of appropriate quality assurance, reliability, maintainability, and safety responsibilities for those items for which basic design engineering responsibility has been reassigned to a CFA. References (a) and (h) establish, define, and assign responsibilities for the NAVAIRSYSCOM Quality Assurance Program.

(b) Review all cognizance agreements to assure that reliability and maintainability aspects are in agreement with NAVAIR Instruction 13070.2C.

(c) Ensure that system safety policies, responsibilities, and tasks are an integral part of all CFA assignments and funds are programmed in accordance with NAVAIR Instruction 5100.3B.

(d) By copy of the assigning AIRTASK, notify all cognizant NAVAIRSYSCOM HQ codes of all reassignments of quality assurance responsibilities.

d. PCFAs/CFAs

(1) Respond to CAs and AIRTASKS issued by cognizant AIR-04, AIR-05, and AIR-06 divisions, respectively, with detailed program plans indicating the technical approach to be utilized in the assumption of responsibilities.

(2) Submit budgetary and manpower requirements to NAVAIRSYSCOM HQ cognizant divisions for the in-house, PFA and contractor efforts required to assume the cognizance assignment.

(3) Perform in-service functions for assigned service equipment and prepare for assuming cognizance of items for which they have been designated PCFA.

NOTE: When CFA/PCFA is a NAVAIREWORKFAC, functions cited in subparagraphs 7d(1) and (2) above shall be accomplished through the WSS Board.

e. Operating and Support Activities

(1) Activities experiencing problems involving a service equipment shall address their inquiries and requests for action to the cognizant activity indicated in the Master List of Engineering Cognizant Assignments as required by reference (g). Inquiries and requests for action pertaining to

equipment not included in the list, shall be directed to NAVAIRSYSCOM HQ. Submit safety reports and requests for engineering investigations in accordance with OPNAV Instructions 3750.6M and 4790.2B, respectively, to the CFA listed in NAVAIR Notice 5400 of 17 September 1979 or subsequent update. Submit and process quality deficiency reports in accordance with reference (i). Report symbols assigned by these directives apply.

(2) If the item which is the subject of the report or inquiry is an item of SE, and if NAVAIRSYSCOM HQ has cognizance, forward the report or inquiry to the Naval Air Engineering Center.

f. NAVAVNLOGCEN. Collaborate with cognizant AIR-04, AIR-05, and AIR-06 divisions in the planning for a designation of NAVAIREWORKFACs as PCFAs/CFAs/PFAs.

8. Forms

a. NAVAIRSYSCOM Field Activities. The forms listed below may be obtained from NAVAIRSYSCOM HQ (APC-10).

<u>FORM NUMBER</u>	<u>TITLE</u>
NAVAIR 13050/2	CCB Change Request/Directive
NAVAIR 13050/2A	CCB Change Request Supplement Government Furnished Equipment (GFE) Active Contracts
NAVAIR 13050/2B	CCB Change Request Supplement Government Furnished Equipment (GFE) Completed Contracts
NAVAIR 13050/2C	CCB Change Request Supplement Ground Support Equipment (GSE)
NAVAIR 13051/4	Cost and Funding Summary
NAVAIR 13051/5	Milestone Chart
NAVAIR 13051/9	Controlling Custodian ECP Incorporation Plan

b. NAVAIRSYSCOM HQ. NAVAIR Form 3930/1 AIRTASK/Work Unit Assignment is available in the NAVAIRSYSCOM HQ Forms Stock Room.



Distribution:  
(See next page)

L. C. CHAMBERS  
Vice Commander

NAVAIRINST 5400.14C  
27 Dec 1982

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Definitions  
(Abbreviations Included for Clarity)

1. Aircraft Mission Equipment. The aggregate of systems, subsystems, equipment components and related software installed in or on an aircraft, other than elements of the aircraft system (see definition) itself, which is required to permit an aircraft weapon system (see definition) to accomplish its assigned mission, and the support equipment (SE), including related test program sets (TPS), required for its operation and support.
2. Aircraft System (AS). The aggregate of airborne and ground related subsystems, equipment, components, and related software required for qualified flight personnel to safely initiate, sustain, and terminate flight within the performance envelope and under the conditions specified for the aircraft weapon system in question, and the SE, including related TPS, required for its operation and support. Not included are the weapons and other ordnance items and the nonexpendable installed combat mission equipment.
3. Aircraft Weapon System. The aggregate of airborne and related ground-based subsystems, equipment, components, and related software required to permit qualified flight personnel to accomplish an assigned operational mission. It consists of the AS, the installed, nonexpendable mission equipment, the expendable weapons and other ordnance items (if any), together with associated SE, including related TPS.
4. Basic Design Engineering (BDE). The engineering and quality assurance activity necessary to evolve detail design disclosures for systems, subsystems, equipments, and components exhibiting attributes essential for them to meet specific military requirements. During the operational phase, it includes any engineering activity, the results of which would add to or alter the design of an equipment in such a manner, or to such an extent, as to change its operational capabilities or its design attributes of performance, reliability, maintainability and parts interchangeability, or to render it capable of alternative or additional use.
5. Basic Design Engineering Cognizance. The responsibility assigned and authority delegated to an organization or individual which can be assumed and exercised as necessary to cause required engineering and procurement support functions to be performed.
6. Cognizance Agreement (CA). A documented agreement between Assistant Commander for Logistics/Fleet Support (AIR-04), Assistant Commander for Systems Engineering (AIR-05), or Assistant Commander for Test and Evaluation (AIR-06) functional division and the cognizant field activity (CFA) which stipulates the terms of reference and the procedural and other constraints governing the assignment and delegation of the applicable portion of transitioned responsibility, and when published, becomes binding on the signatory parties, subject to the providing of adequate financial and manpower resources by the Naval Air Systems Command Headquarters (NAVAIRSYSCOM HQ) and the issuance of updated annual AIRTASKS/Work Unit Assignments. The CA is promulgated as an enclosure to NAVAIR Instruction 5400. series.

7. Cognizant Field Activity (CFA). The Navy field activity which has been assigned the responsibility and delegated the authority by NAVAIRSYSCOM HQ under NAVAIR Instruction 5400.14C and reference (e) to perform all or portions of the in-service functions, including procurement support, for a specific service equipment. Whenever cognizance assignment involves a functional system, elements of which (subsystem, equipment, or components) have or will have cognizance assigned elsewhere, the recipient of the cognizance assignment of the functional system is categorized as the primary CFA for that system. The CFA or CFAs to whom cognizance of specific elements of the functional system is assigned by NAVAIRSYSCOM HQ are categorized as secondary CFAs.

8. Design Agent (DA). The contractor or field activity (laboratory or center) directly responsible to the cognizant NAVAIRSYSCOM HQ code during the full-scale development phase for the design of the system, subsystem, equipment or component in question. (Note: When development contractors are subjected to the technical control or direction of a Navy laboratory, center or other field activity during design evolution, that laboratory, center, or other field activity becomes the design agent of the cognizant NAVAIRSYSCOM HQ code.)

9. Engineering Manager, Basic Design. The basic design engineering manager is responsible for detail design disclosures for systems, subsystems, equipments, and components exhibiting attributes essential for them to meet specific military requirements. (During the in-service phase, it includes any engineering activity, the results of which would add to or alter the design of an equipment in such a manner, or to such an extent, as to change its operational capabilities or its design attributes of performance, reliability, maintainability, safety, operability, and parts interchangeability, or to render it capable of alternative or additional uses.)

10. Functional System. Any grouping of parts of equipment of any order of complexity which, together with any required human operators, forms an entity whose functional output requires no further processing by nonhuman subsystems to perform a militarily useful function, for example, aircraft weapon systems, catapult system, arresting gear, landing systems, and target systems.

11. In-Service Functions. The totality of logistics management (LM) and BDE functions, including procurement support (see definition), which are required to be performed for a service equipment in order that it may continue to operate properly and perform useful functions throughout its service life.

12. Joint Cognizance Equipment/Items. Items of equipment for which logistics management and BDE responsibilities are not vested solely in AIR-04, AIR-05, or AIR-06 divisions.

13. Logistics Manager. The individual designated by commanding officer of the CFA to satisfy the LM functions for an equipment (or series of equipments) for which cognizance was transferred.

Enclosure (1)

14. Logistics Management (LM). That activity which develops concepts, criteria and technical requirements for logistic support during the acquisition phase of the system/equipment life cycle to assure timely, adequate and economical support of systems and equipment. Maintenance engineering (ME) is an integral part of the LM function and provides the basis for a properly supported system. During the operational phase, the LM implements action to provide timely, adequate and economic support of service equipment.
15. Maintenance Engineering (ME). That activity of equipment maintenance which develops concepts, criteria, and technical requirements during the acquisition phase of the system/equipment life cycle, to be applied and maintained in a current status during the operational phase, to assure timely, adequate, and economic maintenance support of systems and equipments.
16. NAVAIRSYSCOM Engineering Support Office. The organizational entity within each naval air rework facility (NAVAIREWORKFAC) dedicated to: (a) providing engineering support to NAVAIREWORKFACs and depot rework activities in support of their production effort; and (b) providing support of in-service weapon systems and SE to the fleet and higher authority.
17. NAVAIRSYSCOM Weapon Systems Support Board. A body of designated representatives from AIR-04, AIR-05, Deputy Commander for Plans and Programs (AIR-01) groups and the Naval Aviation Logistics Center to review and evaluate proposed additions, or changes in workload, to individual NAVAIREWORKFAC's, transfer of workload between NAVAIREWORKFACs and provide recommendations regarding same to AIR-04A for implementation.
18. Other Equipment. All nonaircraft systems or equipment and associated SE, including related TPS, for which NAVAIRSYSCOM has material support responsibility, e.g., astronautics and spacecraft, targets, airborne mine defense, photographic, meteorological, ship installations, training, and range instrumentation.
19. Participating Field Activity (PFA). Any Navy laboratory, center, or other field activity called upon to provide technical assistance in connection with a specific item or technology area. When designated by NAVAIRSYSCOM HQ as the activity to be called upon by a CFA to provide such assistance, the field activity so designated is called a designated PFA (PFA(D)). (Note: A Navy field activity which has acted in the capacity of DA for a particular service equipment during its full-scale development phase would logically be designated as PFA(D) for BDE matters relating to that equipment.)
20. Primary Support Official. The NAVAIRSYSCOM HQ official responsible for providing or assuring the provisions of resources (funds, manpower, facilities and material) to a field activity to enable it to carry out its mission. This responsibility includes administration, personnel, material support and guidance and assistance in such matters as organization, procedures, budgeting, accounting, staffing, and utilization of personnel, funds, material, and facilities. These responsibilities are exercised through designated NAVAIRSYSCOM officials as assigned by NAVAIR Instruction 5451.67.

Enclosure (1)

21. Procurement Support. The aggregate of BDE (including quality assurance) assistance provided by a CFA in support of an ongoing production procurement program.
22. Prospective Cognizant Field Activity. The Navy field activity designated by Commander, Naval Air Systems Command (COMNAVAIRSYSCOM) to become the CFA when engineering cognizance or any constituent element thereof is transferred from NAVAIRSYSCOM HQ to the field.
23. Quality Assurance. A planned and systematic pattern of all actions necessary to provide adequate confidence that material, data, supplies, services, and performance conform to established technical specifications and requirements.
24. Service Equipment. Those aircraft, target, drone, and other airborne, shipboard, and shorebased systems, and their included supporting subsystems, equipment, components, software, and related SE, including related TPS, for which NAVAIRSYSCOM HQ has material support responsibility and which have been approved for service use.
25. Single Cognizance Equipment/Items. Items of equipment for which both logistics and BDE responsibilities are vested solely in AIR-04, AIR-05 or AIR-06 divisions.
26. Support Equipment (SE). All equipment required on the ground to make an aeronautical system, command and control system, support system, subsystem, or end item of equipment (SE for SE) operational in its intended environment. This includes all equipment required to install, launch, arrest (except Navy shipboard and shore-based launching and arresting equipment), guide, control, direct, inspect, test, adjust, calibrate, appraise, gauge, measure, assemble, disassemble, handle, transport, safeguard, store, actuate, service, repair, overhaul, maintain, or operate the system, end item, or component. This definition applies regardless of the method of development, funding or procurement. SE may be categorized as common (general purpose) and peculiar (special purpose); within these categories may exist developmental (no Government-approved specification/drawing) and standard (with Government-approved specification/drawing).
- a. Automatic Test Equipment (ATE). Equipment peculiar SE/common SE (PSE/CSE) which include related TPSs that carry out a predetermined program of testing for possible malfunction with limited reliance upon human intervention.
- b. Common Support Equipment (CSE). Comprised of only those general purpose items supplying or measuring broad parameters, or physical properties that are known to be established in the using service's inventory, e.g., ground electrical pneumatic and hydraulic power units, towing, hoisting, and fuelling devices, signal generation devices, voltage, amperage, and phase measuring devices, etc. The application of the SE items to other articles, systems, or components does not in itself categorize the items as CSE.

Enclosure (1)

c. Interface Device (ID). Active or passive equipment that provides electrical or mechanical connection between the unit under test (UUT) and the ATE.

d. Peculiar Support Equipment (PSE). An item of SE that must be designed and developed in conjunction with the development of an end article and that does not meet the criteria of CSE.

e. Test Program Set (TPS). The group identification of all the elements required to test one specific UUT on the ATE. The TPS consists of the test program (TP), the ID and the test program instruction.

f. Test Program (TP). A computer program which causes the ATE to test the UUT. The TP may be in the form of a magnetic tape, punched tape, disc, or other suitable vehicle. The TP is written in computer language and contains performance verification and fault diagnostics for one specific UUT.

g. Test Program Instruction. An instruction, usually on microfilm for one specific UUT which provides all the information that is normally required to prepare the UUT for test, connect the UUT to the ATE, accomplish the programmed test, make any required on-line adjustments or alignments and disconnect the UUT from the ATE.

h. Unit Under Test (UUT). The assembly or subassembly which is tested on SE.

27. Weapon System Manager (WSM). An individual designated by the commanding officer of a CFA to assume responsibility for the management of a weapon system in accordance with NAVAIR Instruction 5400.70. The WSM receives his/her authority and is ultimately accountable to COMNAVAIRSYSCOM for the discharge of the latter's responsibility for the management of selected weapon systems.

Enclosure (1)

REQUIREMENTS, GUIDELINES, AND PROCEDURES  
for the  
TRANSFER OF SERVICE EQUIPMENT COGNIZANCE  
from  
NAVAIRSYSCOM HQ TO SELECTED FIELD ACTIVITIES

1. Cognizance Assignments Rationale

a. Responsibility Considerations. Reassignment of engineering/logistics cognizance of a particular service equipment from Naval Air Systems Command Headquarters (NAVAIRSYSCOM HQ) to a field activity, although giving the field activity commanding officer broad authority to carry out the necessary in-service functions, shall not be construed as relieving the cognizant groups in NAVAIRSYSCOM HQ of their continuing staff responsibility to Commander, Naval Air Systems Command (COMNAVAIRSYSCOM) for the material support and technical performance of that equipment throughout its service life. As NAVAIRSYSCOM HQ remains responsible to the Chief of Naval Material for the material support and technical performance of that equipment throughout its service life, so do the NAVAIRSYSCOM HQ assistant commanders for the cognizant NAVAIRSYSCOM HQ groups remain responsible to COMNAVAIRSYSCOM for supervising the performance of those functions which they have reassigned to cognizant field activity (CFA) commanding officers.

b. Functional System Assignments. Reassignment of engineering/logistics cognizance from NAVAIRSYSCOM HQ to selected field activities was born of the requirement to improve and sustain the availability and utility of equipment approved for service use. In order to best accommodate this improvement and sustention, it is important that cognizance transfers be made on a complete functional system basis whenever possible to that activity which is or will be assigned responsibility for the hardware/software rework/maintenance.

c. Deviation Criteria. Deviations from this requirement to permit assignments of subsystem, equipment, or component elements of a given functional system to an activity other than the designated CFA for the system in question, may be authorized by COMNAVAIRSYSCOM or other competent NAVAIRSYSCOM HQ authority under any of the following conditions:

(1) The element is used also as a part of some other system or equipment, engineering/logistics cognizance of which has been or will be transferred elsewhere; for example, an engine, avionic equipment, or ordnance item.

(2) The element was developed under a separately funded, independent project; for example, a navigation subsystem or a guided or unguided weapon system.

Enclosure (2)

27 Dec 1982

(3) The expertise, manpower and/or facilities required for performance of the in-service functions already exists or can be more economically acquired elsewhere; for example, Naval Air Rework Facility (NAVAIREWORKFAC), North Island for inertial platforms; Naval Weapons Support Center, Crane for batteries; Naval Air Development Center for aircrew life support equipment; Pacific Missile Test Center for armament, weapon, and target systems; Naval Weapons Center for parachutes, deceleration devices, and torso harnesses.

d. Primary and Secondary CFAs. CFAs selected and designated for particular functional systems shall be referred to as "primary" or "secondary" CFAs (CFA(P) and CFA(S), respectively). CFAs selected and designated to assume engineering/logistics cognizance of one or more elements of a functional system shall be referred to as "CFA(S)" or "supporting" CFA. They shall at all times be responsive to and support the primary functional system CFAs in all matters relating to those elements of their functional systems.

## 2. CFA Selection

a. CFA(P)s. CFA assignments for aircraft, weapon and nonaircraft functional systems and other unrelated equipment shall be made to the NAVAIREWORKFACs or other activities which are or will become the designated rework point (DRP) for the particular functional system or equipment in question.

b. CFA(S)s. CFA assignments for system elements which meet with exception criteria listed in paragraph 1c above may be made to any field activity, including the CFA(P)s, without regard to location of the DRP.

c. Support Equipment. Engineering/logistics cognizance assignments for items of peculiar support equipment, including related test program set, shall be made, in all cases to the same activity as the service equipment they support. Assignment of engineering/logistics cognizance for items of common support equipment (CSE) shall be made, jointly, by NAVAIRSYSCOM HQ Support Equipment Division (AIR-552) and Support Equipment Logistics Management Division (AIR-417). AIR-552 will establish the CFA basic design engineering (BDE) and AIR-417 will establish the CFA logistics cognizance assignments. CSE CFA assignments may not always be assigned to the activity responsible for rework/maintenance of the item; therefore, CSE assignments shall be made in accordance with the approved engineering/logistics cognizant agreement.

3. BDE/Logistic Cognizance Transfer. Transfers of cognizance to Navy field activities shall be planned and executed in accordance with the following:

Enclosure (2)

a. Identification of the Prospective Cognizant Field Activity (PCFA).

As soon as possible during the full-scale development phase or at any time after selection of DRP for a system or equipment, the cognizant codes of the Assistant Commander for Logistics/Fleet Support (AIR-04), Assistant Commander for Systems and Engineering (AIR-05), and/or Assistant Commander for Test and Evaluation (AIR-06) groups, as appropriate, shall collaborate in the designation of a mutually agreed upon PCFA to which cognizance of the specific system or equipment will ultimately be transferred. Identification of the PCFA shall be accomplished sufficiently in advance of the actual transfer of BDE/logistics cognizance of the item to permit the activity commanding officer and his/her designated engineering and logistics managers to identify and acquire the data necessary for assumption and discharge of the cognizant responsibilities to be assigned later. A representative of the designated PCFA and a representative of each of the designated participating field activities (PFA(D)s) shall be required to participate in the planning process for the anticipated transfer.

b. Negotiating the Cognizance Agreements (CA)

(1) The vehicle for promulgating the agreements and understandings, under which transfers of BDE/logistics cognizance of types of classes of systems/equipment to selected field activities will occur, is the CA. If at the time of designation of the PCFA for a system/equipment, a CA conforming to the sample, attachment A to this enclosure, is not already in effect between NAVAIRSYSCOM HQ and the PCFA, the cognizant codes in the AIR-04, AIR-05, and AIR-06 groups shall immediately develop and promulgate a CA for the types and classes of service equipment for which engineering/logistics cognizance is expected to be transferred. Such agreements shall be signed by the NAVAIRSYSCOM HQ assistant commanders for Logistic/Fleet Support and Systems and Engineering, when joint cognizance items (see definition, enclosure (1)) and involved, by the appropriate assistant commander when single cognizant items are involved, and by the commanding officer of the PCFA.

(2) During their development, CAs shall be coordinated with the cognizant NAVAIRSYSCOM HQ of field activity procurement group, the Configuration Management Office (AIR-01D), the Programs Division (AIR-104), the field activity primary support official, all PFA(D)s, PCFA, and whenever a NAVAIWORKFAC is involved, with the Weapons System Support (WSS) Board.

c. Assigning Responsibility and Designating Authority (AIRTASK Assignments)

(1) When agreement covering the mutually agreed upon type or class of equipment has been negotiated with the PCFA and the criteria necessary to support reassignment of any part of in-service responsibility for a service equipment of that class or type to the field have been met, an AIRTASK assigning responsibility for specific systems/equipments shall be issued by the cognizant AIR-04 and AIR-05 codes, as appropriate. A separate AIRTASK shall be issued for the assignment of logistics and BDE and, when required, procurement support.

Enclosure (2)



(2) AIRTASK assignments of engineering/logistics cognizance for specific service equipment shall conform to the constraints of the CA under which they are issued. They shall assign any additional designated PFA(D)s to be employed for the tasks at hand. AIRTASKS shall provide for such guidance and direction and specify programs for compliance with applicable policies and procedures and for an assessment of program effectiveness.

(3) Each AIRTASK assigning responsibility for a system or equipment which includes elements common to some other system or equipment, or elements for which cognizance has been or will be transferred elsewhere, shall be accompanied by a list which delineates those items, and provides the following information on each:

(a) The item applicability to some other system or equipment (common), or its peculiar applicability to one system or equipment (peculiar).

(b) The current CFA or PCFA.

(c) The current locations of logistics cognizance and BDE cognizance; for example, CFA (by name) and/or NAVAIRSYSCOM HQ.

(4) Each AIRTASK shall identify the source of funds for the effort to be expended or managed by the AIRTASK recipient, and shall explain the annual funding process. If the PCFA is a NAVAIREWORKFAC and requires the use of or reallocation of existing support funds, then WSS Board approval of a decision package is required.

(5) When an AIRTASK is issued reassigning any element of in-service responsibility for a system or equipment or element thereof to the PCFA, Systems Engineering Management Division (AIR-511) shall be notified by copy of the assigning AIRTASK. Upon receipt thereof, AIR-511 shall notify the fleet, and, whenever production is involved, the cognizant contract administration offices.

#### 4. Scheduling the Transfer of BDE and Logistics Cognizance

a. Scheduling. Transfers shall be accomplished in accordance with the following schedule:

(1) Logistics. As soon as practicable after first delivery of equipment for service use, but not later than two years following establishment of the formal maintenance program for a specific system.

(2) BDE. As soon as practicable after achievement of reasonable design stability, but not prior to approval for service use and transfer of logistics management (LM).

Enclosure (2)

b. Timing. Assignments of responsibility to the CFA for the constituent elements of in-service functions for a specific system or equipment need not occur at the same time but all elements should be assigned to the same CFA within two years following establishment of the formal maintenance program for a specific system.

5. Budgeting and Funding

a. Budgeting. It is the responsibility of the assigning NAVAIRSYSCOM HQ group to ensure that adequate resources have been identified and budgeted prior to making the assignment. The CFA shall formulate, submit, and justify to cognizant NAVAIRSYSCOM HQ groups an annual budget for the performance of in-service functions as described in a planned AIRTASK/Work Unit Assignment provided by the cognizant NAVAIRSYSCOM HQ group. Such budgets will reflect the needs of the CFA, participating field activities (PFAs), and supporting contractors. Coordination among CFAs/PFAs is required.

NOTE: In NAVAIREWORKFAC CFA budgets, the requirements for reimbursable funding PFA support should be included.

b. Funding. Funding resources for in-service functions reassigned to a CFA will remain under the control of the cognizant NAVAIRSYSCOM HQ group.

NOTE: NAVAIREWORKFAC CFA/PFA funds will be executed by Maintenance and Policy Planning Division (AIR-411).

c. Reprogramming. All reprogramming effort will be conducted on the basis of program review by the cognizant NAVAIRSYSCOM HQ division and AIR-411 for NAVAIREWORKFAC CFAs.

6. Operating Relationships

a. NAVAIRSYSCOM HQ - CFA. All NAVAIRSYSCOM HQ or higher authority decisions affecting in-service matters relating to service equipment for which engineering/logistics cognizance have been transferred to a CFA shall be implemented within the structure of PFAs and supporting contractor(s) under the management control of the cognizant CFA, by or through the CFA engineering/logistics managers. This precept of operation shall not be construed as barring the free and direct exchange of information between and among the cognizant codes in NAVAIRSYSCOM HQ, the CFA, PFAs, and supporting prime and subcontractors; however, such exchanges shall not be represented or interpreted as authoritative direction to the PFAs and contractors and shall not interfere with the accomplishment of tasks assigned by the cognizant engineering/logistics managers.

Enclosure (2)

b. CFA(P) - CFA(S)

(1) CFA(P)s who identify in-service problems on system elements for which they are assigned engineering/logistics cognizance, but which are also common to other systems for which they are not assigned engineering/logistics cognizance, are required to coordinate the solutions of such problems. Such coordination shall be with the CFA(P)s who also use the elements, or with the proper NAVAIRSYSCOM HQ codes if engineering/logistics cognizance of the other using systems still resides in the headquarters. Similarly, for problems identified on elements peculiar to their system, and for which engineering/logistics cognizance has been or will be transferred elsewhere, the CFA(P) is required to refer such problems to the CFA(S) of the cognizant NAVAIRSYSCOM HQ code if cognizance has not yet been transferred.

(2) CFA(S)s and cognizant NAVAIRSYSCOM HQ codes shall be responsive to the needs of CFA(P)s and shall make such engineering/logistics responses as may be necessary to achieve timely solutions acceptable to all CFA(P)s of NAVAIRSYSCOM HQ codes.

c. Weapon System Manager (WSM)/CFA Engineering Manager

(1) When NAVAIRSYSCOM HQ assigns and delegates "weapon system" or other decentralized project management or coordination responsibility and authority for a system to a field activity, in accordance with reference (f) or other applicable directives, all assignments of engineering/logistics cognizance for such systems and their constituent elements shall remain in effect. The CFA engineering/logistics managers for included elements of the system assigned to the WSM shall, from that time, be directly responsible to the WSM. The WSM is constrained to use the previously designated CFAs to accomplish the necessary in-service functions for those portions of the included equipment for which the latter have been assigned engineering/logistics cognizance responsibility.

(2) It should be noted that assignments of engineering/logistics cognizance to a CFA are made under the discipline of this directive and are therefore made independent of and are, in fact, separate and distinct from the "weapon system" or decentralized management assignments made under the discipline of reference (f). The system manager within the WSM's organization must therefore function in a manner similar to a NAVAIRSYSCOM HQ project manager (PMA) or coordinator. The in-service functions for his/her system are accomplished for him/her by the designated engineering/logistics managers of the CFA(P)s and CFA(S)s, rather than being performed by members of his own staff. Since he/she is a field-activity-located equivalent of the NAVAIRSYSCOM HQ PMA, he/she has executive direction authority over engineering/logistics matters affecting his/her system and all elements thereof which are and remain peculiar to his/her system. On the other hand, elements of his/her system which are or become common to any other system are the executive responsibility of the cognizant division within NAVAIRSYSCOM HQ or of the CFA engineering/logistics managers when cognizance of that element

Enclosure (2)

27 Dec 1982

is transferred to a CFA. The system manager may not unilaterally direct engineering effort, local engineering specification design changes or any other in-service related action for an element or component of his/her system that is used in any other system.

d. CFA - PFA

(1) CFAs are encouraged to conduct the necessary in-service functions in-house except when such activity would bring them in conflict with: (a) the basic instruction policy prohibiting the acquisition of facilities and capabilities already in existence at other Department of Defense activities; and (b) the assignment of designated PFAs by the applicable CA or AIRTASK assignment for a specific equipment.

(2) When the assistance of PFAs is required, CFAs will interact directly with them, at least on an annual basis, to establish the nature and extent of the supporting effort to be provided during the forthcoming year. In recognition of the necessity to stabilize these support programs so as to allow sensible planning on the part of the PFA, CFAs shall not unilaterally or capriciously alter the support effort previously agreed upon. In all cases they shall discuss any substantive alterations with the PFA representative. When either the CFA or the PFA is a NAVAIWORKFAC, such interaction shall be via the WSS Board.

Enclosure (2)

SAMPLE

Cognizant Agreement

Between

Naval Air Systems Command Headquarters and the  
(Official Name of Field Activity)

Ref: (a) NAVAIRINST 5400.14C, The Cognizant Field Activity Program  
(b) NAVAIRINST 4130.1A, NAVAIRSYSCOM Configuration Management Manual

Encl: (1) Cognizant Field Activity Task Priority Classification

1. Purpose. The purpose of this agreement is to establish the policies, procedures, and responsibility assignments; the related understandings and agreements and the delegation of authority which will apply in the transfer or reassignment of in-service functions on specific service equipment from the Naval Air Systems Command Headquarters (NAVAIRSYSCOM HQ) to the (official name of prospective cognizant field activity (PCFA)).

2. Applicability. This agreement is applicable only to the following types (or classes) of service equipment: (List here the classes and/or types of service equipment for which NAVAIRSYSCOM HQ sponsor(s) of this agreement will be transferring cognizance.)

a.

b.

c.

3. Definitions. For purposes of this agreement, the definitions of terms provided in reference (a) are applicable.

4. Background. Reference (a) established the requirement for, and the policies and procedures intended to govern the reassignment of in-service functions from NAVAIRSYSCOM HQ organizational elements to selected field activities. It also delineated the responsibilities assigned and the authority delegated to field activity commanders in order to permit them to assume and discharge the in-service responsibilities for specific service equipment when assigned by an AIRTASK. The policies, procedures, requirements, and guidelines set forth in that reference apply in this agreement. In the event that any statement in this agreement conflicts with reference (a), reference (a) shall prevail.

Attachment A to Enclosure (2)

5. Responsibility Assignment. The responsibilities to be assumed by the (official name of the PCFA) incident to this agreement pertain to the management (coordination, control and administration) of in-service functions for assigned service equipment. They embrace those which, prior to this reassignment, were discharged by the Logistics/Fleet Support (AIR-04), System and Engineering (AIR-05) and/or Test and Evaluation (AIR-06) groups in NAVAIRSYSCOM HQ. These responsibilities include, but are not limited to the following:

a. General

(1) Transfer Record. Establish, maintain, and provide to cognizant NAVAIRSYSCOM HQ groups, a list of all service equipment for which cognizance of in-service functions has been transferred to (official name of the PCFA), and the name and telephone number of the engineering/logistics manager designated for each item or equipment grouping.

(2) Budgeting. Develop, coordinate, and submit to NAVAIRSYSCOM HQ cognizant division annual budget and manpower requirements for the performance of functions on assigned and planned equipment.

(3) Workload Management. Establish and maintain a workload management and reporting system. The system shall provide a record of each task undertaken, including those assigned to a contractor or participating field activity, and its priority categorized in accordance with enclosure (1) hereto. Reports shall be divided by priority and for each task shall provide a brief description of the task, the origin of reference, estimated completion date and remarks, as appropriate. Five copies of the report shall be sent to NAVAIRSYSCOM HQ (cognizant code).

NOTE: For naval air rework facilities the workload management and reporting system is defined by attachment A to NAVAIRSYSCOM ltr 4113:CMC Ser 1206 of 19 December 1977. This quarterly report is sent to the Naval Aviation Logistics Center (NAVAVNLOGCEN), copy to the Maintenance Policy and Planning Division (AIR-411).

b. Logistics Management

(1) Responsible for the criteria, technical justification and establishment of the maintenance program in terms of scope, depth and frequency at all three levels of maintenance. This encompasses scheduled, unscheduled, onetime inspections and special repair maintenance requirements as documented in maintenance requirements cards, technical manuals, bulletins, local engineering directives and rework specifications. The criteria and technical justification is established and maintained based on engineering investigations and through the application of reliability centered maintenance principles.

Attachment A to Enclosure (2)

(2) Responsible for the projection of maintenance workload, by site, in terms of removals, repairs and modification incorporations at each maintenance level for five years. This data is documented in the Master Index of Repairables (MIR) and updated at least yearly based on actual accomplishment/requirements as influenced by any/all changes to the flying hour program, number of aircraft, site expansions, logistics capability and design deficiencies.

(3) Responsible for coordinating logistics inputs to engineering change proposals (ECPs), for the development of approved ECPs into change technical directives with associated logistics support and for compliance with the change incorporation schedule and status. The ECP processing coordination is accomplished through the ECP milestone chart, and the cost and funding summaries. The change development and logistics element changes associated with each approved ECP are tracked through the Naval Aviation Logistics Data Analysis (NALDA) System. The change incorporation schedule is documented in the MIR and the change incorporation status is tracked through the NALDA. The logistics development/delivery schedule is documented in phased support plans.

(4) Responsible to maintain the entire maintenance, logistics and modification program (as depicted in 5b(1) thru (3) above) in balance, such that readiness is maximized and the most efficient use of resources is achieved. This effort involves the comparison of workload projections to actual workload achievement by comparing NALDA to MIR data; the pursuit of short-term needs/solutions to fleet problems through a fleet readiness action group with results documented by a decision/action pending (DAP) file; and the pursuit of long-term needs/solutions to fleet problems identified through the readiness improvement process and documented on DAPs and MIR workload projection updates.

c. Basic Design Engineering (BDE)

(1) Prepare and submit to NAVAIRSYSCOM HQ (cognizant code) recommendations concerning safety-of-flight or other operational restrictions.

(2) In accordance with existing instructions, notify (for information only) using commands of any hazardous or unusual conditions pending issuance of appropriate directive by NAVAIRSYSCOM HQ.

(3) Review all available failure data to determine the nature and extent of design deficiencies indicated thereby and the desirability and/or necessity for design related corrective action. Apply the principles of value engineering wherever appropriate.

(4) Perform design engineering studies to determine solutions to fleet related problems.

Attachment A to Enclosure (2)

(5) Submit locally generated preliminary ECPs, value engineering change proposals (VECPs), value engineering proposals (VEPs), and if approved or when directed, formal ECPs, VECs, VEPs, to NAVAIRSYSCOM HQ (AIR-01D), for approval in accordance with DOD-STD-480A, DOD Handbook 5010.8H and reference (b). (NOTE: Change Control Board (CCB) Change Request, NAVAIR Forms 13050/2, 2A, 2B, 2C, as applicable, and NAVAIR Forms 13051/4, 5 and 9 shall be submitted along with each Class I ECP. The forms shall be signed by the commanding officer or his/her designated senior representative in the signature block titled "Program Manager/Coordinator.")

(6) When Class I engineering changes have been approved, manage, or when appropriate, accomplish the BDE (development, test, evaluation, and quality assurance) tasks required for implementation of the change. (All design modifications being considered for equipment still in production must be coordinated with producing contractors and NAVAIRSYSCOM HQ to avoid undesirable duplication of effort or unnecessarily high contractor technical data costs.)

(7) Provide technical consultation and liaison services as required.

(8) Keep informed concerning NAVAIRSYSCOM HQ development projects/programs which relate to or would ultimately impact the design of assigned equipment.

(9) Evaluate and process rapid action minor engineering changes (RAMECS) in accordance with NAVAIR Instruction 5215.10B.

(10) Evaluate suggestions concerning engineering and design of assigned equipment and issue relies thereto.

(11) Provide certified up-to-date documentation packages to procuring activities when required for reprourement action.

(12) Maintain original drawings in an up-to-date status by:

(a) Updating to reflect approved Class I ECP's (including RAMECS) and incorporated Class II changes.

(b) Exercising management control over contractor drawing updates.

(13) Provide BDE support of ongoing production and reprourement programs for assigned service equipment. This support shall include but not be limited to the following:

(a) Review of and submission to the procuring activity, recommendations concerning production contractor Class I ECPs.

(b) Execution and processing of NAVAIR CCB Change Request Forms 13050/2, 2A, 2B, 2C, as applicable, and NAVAIR Forms 13051/4, 5, and 9 for all changes recommended for approval.

Attachment A to Enclosure (2)



(c) Review and technical approval of Class II changes and requests for minor deviations and waivers when specified in procurement contracts or authorized by subsequent correspondence from the procuring activity.

(d) Analysis of user and producer reported failure and defect information and quality trends for purposes of assessing product quality status and assisting in the resolution of existing and potential quality control and equipment reliability and maintainability problems.

(e) Conduct of technical reviews of contractor manufacturing operations, as necessary, to monitor compliance with applicable contract requirements. (Such reviews may not be conducted without authorization from the procuring activity.)

(f) Conduct of required first article testing.

(g) Conduct of Government acceptance test programs or the provision of support therefor.

(h) Conduct of technical reviews of technical manuals and changes thereto in support of Naval Air Technical Services Facility.

(i) Participate in scheduled configuration audits as requested by NAVAIRSYSCOM HQ.

(j) Provide assistance to contractors in achieving solutions to technical problems encountered during the manufacturing process.

(k) Participate in quality audits, pre and post-award surveys and contractor-contracting officer technical meetings and conferences.

(l) Technical review of and recommendation of approval/disapproval action on unsolicited proposals concerning assigned service equipment or portions thereof.

(m) Provide technical assistance to cognizant inventory control points, i.e., supply, part substitution, item reduction studies, source, maintenance and recoverability code changes, etc.

(n) Review and approve all contractually established in-process and factory acceptance test procedures and all proposed modifications thereto.

(o) Review and approve Government acceptance test plans and review the results thereof.

Attachment A to Enclosure (2)

COGNIZANT FIELD ACTIVITY  
TASK PRIORITY CLASSIFICATIONS

PRIORITY 1

EMERGENCY

Definition

This classification shall be used for safety of flight conditions, the uncorrected existence of which would probably result in fatal or serious injury to personnel, and extensive damage or destruction of property. Such conditions embody risks calculated to be intolerable or tolerable within extremely narrow time limits and necessitate the immediate imposition of operating restrictions. Therefore, "Emergency" classification involves discontinued use of aircraft or equipment in the operational employment under which adverse safety conditions exist pending incorporation of directed corrective action.

Action Required by Cognizant Field Activity

1. All possible effort for solution, at the expense of any other task of lower priority, if required.
2. Establishment of a specific target date for completion of the task.
3. Maintaining and providing all concerned a documented weekly status report until completion of task.
4. Immediate notification to the Commander, Naval Air Systems Command and Naval Aviation Logistics Center (NAVAVNLOGCEN) of any delays or anticipated delays and reasons therefor.

PRIORITY 2

URGENT

Definition

This classification shall be used for potential safety of flight conditions which do not necessitate an "Emergency" classification, but will have a serious impact on fleet operations or logistics support thereto. The classification is for those conditions which, if uncorrected, could result in personnel injury or property damage. Such conditions embody risks calculated to be tolerable within narrow time limits and may or may not necessitate the imposition of operating restrictions.

Action Required by Cognizant Field Activity

1. All possible effort for solution, at the expense of any other task of lower priority but not to interfere with tasks classified "Emergency."

27 Dec 1982

2. Establishment of specific target date for completion of tasks.
3. Maintaining and providing all concerned a documented quarterly status report until completion of task.
4. Immediate notification to the Naval Air Systems Command Headquarters (NAVAIRSYSCOM HQ) and NAVAVNLOGCEN of any delays or anticipated delays and reasons therefor.

PRIORITY 3

ROUTINE

Definition

This classification shall be used for conditions which if uncorrected could, under prolonged usage or operation, result in personnel injury or property damage, or have adverse effect on the operation, maintenance, or support of affected equipments. Such conditions are calculated to be tolerable within broad time limits. Tasks in this or "Deferrable" classification will generally provide for design, maintenance, and reliability improvements.

Action Required by Cognizant Field Activity

1. Establishment of general target dates for completion dependent on subsequent upgrading or downgrading of priority by NAVAIRSYSCOM HQ or NAVAVNLOGCEN, if circumstances dictate.
2. Maintaining and providing all concerned a documented semiannual status report of completion, progress, or delays.

PRIORITY 4

DEFERRABLE

Definition

This classification will be used for those "Routine" tasks which are deemed to be of the lowest priority which must be delayed or dropped because of the following reasons:

- a. Shortage of personnel in the area of investigation.
- b. Shortage of facilities/equipment.
- c. Actual or predicted shortage of current funding.

Action Required by Cognizant Field Activity

Maintaining and providing all concerned a documented semiannual report of items in this category.

Attachment B to Enclosure (2)